

## NIARCHOS TO ADD 2 'SUPER' TANKERS

**Twin-Screw Vessels Will Be  
Largest and Fastest Oil  
Carriers—Bids Sought**

By ARTHUR H. RICHTER

Stavros S. Niarchos, multimillionaire Greek shipping operator, is about to pioneer another trend in tankers. This time, his interest goes beyond giant size alone and into the realm of extremely high horsepower, great speed and improved maneuverability.

Reportedly, Mr. Niarchos has been seeking construction bids from European shipyards for two "super-size" petroleum carriers, which are to be twin-screw vessels and capable of speeds of between twenty and twenty-two knots. The indications at the moment are that French yards are closest to this highly valuable contract.

None of the present leviathans of the tanker world has more than a single propeller and none approaches the speed standards or the horsepower set for the new twin-screw vessels.

Reports on the latest Niarchos move are sketchy, but the new giants are expected to be at least 800 feet long and have a deadweight lift of 50,000 tons or more, far exceeding the present class of 45,000-tonners. The move to twin-screws, it was explained, is necessary in view of the extensive length of the tankers planned and the limits placed upon their operations by confined waters. The addition of another propeller permits the use of engines to assist rudder action in maneuvering.

### Plan Is News to Agents

Officials of Transoceanic Marine, Inc., New York agents for the Niarchos shipping interests, have disclaimed any knowledge of the plan. However, decisions of this nature in the Niarchos empire are normally made abroad, and New York seldom receives information on such transactions in advance.

To achieve a twenty or twenty-two-knot speed in a tanker of approximately 50,000 deadweight tons would necessitate engines developing a minimum of 27,000 to 28,000 horsepower. At this rating the projected vessels would outstrip any tanker afloat. The most powerful tankers now—at 22,000 horsepower—are the three 39,000-deadweight-ton vessels of Grand Bassa Tankers, Inc., a Liberian subsidiary of the

The building of this new class of vessels would return to Mr. Niarchos the mythical "heavy-weight tanker championship." It was taken away from him last year by his brother-in-law and competitor, Aristotle S. Onassis, with the 46,550-ton Al-Malik Saud Al-Awal.

### 2 Ships Ordered in Japan

Mr. Niarchos is also planning tanker construction in the 45,000-ton class. Ten days ago one of his firms contracted with the Mitsubishi Shipbuilding and Engineering Company for the construction of two ships of this class in Japan. A report from Tokyo set the price for the two tankers at \$10,287,000. His representatives are also negotiating for four more of this type for construction in Japan.

In the last eight years Mr. Niarchos has taken delivery of twenty-two new vessels, which aggregate more than 600,000 deadweight tons. He now has seven vessels building or on order, including the two latest Japanese orders, approximating 300,000 deadweight tons.

The Niarchos shipbuilding saga began in 1947. The first contract was placed with the shipbuilding division of the Bethlehem Steel Company for the 18,000-ton tanker World Peace. This was delivered by Bethlehem's Sparrows Point, Md., shipyard in 1949. Subsequently, the steel company's Quincy, Mass., yard constructed the 45,509-ton World Glory, the largest tanker ever built in this country and the flagship of the Niarchos fleet.

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